2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

57

Mathews County

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					IVIa	itnews Maintena	ince Area	3							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County															
	4.07	5000	_	From:	00/	Middlesex County		00/	_	0.00	_	0.575	5000	_	0000
3	1.37	5900	G	95%	0%	2% 1%	1%	0%	F	0.09	F	0.575	5800	G	2003
				To: From:		N SR 198		-							
3	1.55	7100	G	95%	0%	2% 1%	1%	0%	F	0.088	F	0.556	7000	G	2003
				To:		S SR 198									
3	2.07	5600	G	95%	0%	2% 1%	1%	0%	С	0.089	F	0.583	5600	G	2003
				To:											
	0.11	10000	G	95%	0%	SR 14 Fort Nons 2% 1%	sense 1%	0%	F	0.087	F	0.654	10000	G	2003
3	0.11	10000	G	95% To:	U%			0%	Г	0.067	Г	0.054	10000	G	2003
						Gloucester County									
			_	From:		Gloucester County			_		_			_	
(14) (3)	0.11	10000	G	95%	0%	2% 1%	1%	0%	F	0.087	F	0.654	10000	G	2003
\smile				To: From:		SR 3 Fort Nonse	ense								
14	2.75	6000	G	95%	1%	2% 1%	1%	0%	F	0.091	F	0.65	6000	G	2003
				To:		57.617									
$\overline{}$	1 20	E200		From:	10/	57-617 2% 1%	10/	00/	г	0.001	Г	0.620	E200		2002
14)	1.38	5200	G	95%	1%	2% 1%	1%	0%	F	0.091	F	0.620	5200	G	2003
				To: From:		57-660 Foste	r								
14	3.15	6000	G	95%	1%	2% 1%	1%	0%	F	0.087	F	0.567	6000	G	2003
				To:				1							
	1.60	7700	G	From:	10/	W SR 198 IN 2% 1%		00/	С	0.000	F	0 F	7600	G	2003
14	1.69	7700	G	95%	1%	2% 1%	1%	0%	C	0.088	Г	0.5	7600	G	2003
				From:		E SR 198 IN		-							
14	0.62	5600	G	96%	1%	2% 1%	1%	0%	С	0.088	F	0.621	5500	G	2003
				To		E 57 611 Moth	27772								
$\overline{}$	4.65	2400	G	From:	10/	E 57-611 Mathe		00/	_	0.000	F	0.617	2400	<u></u>	2002
14)	4.65	3400	G	96%	1%	2% 1%	1%	0%	F	0.089	Г	0.617	3400	G	2003
				From:		57-604 Susar	n	-							
14)	1.88	1100	G	96%	1%	2% 1%	0%	0%	С	0.092	F	0.588	1100	G	2003
				To:		57 (02 E-+ -fSl	l D ()								
	1 74	200	_	From:		57-602 East of Shad 2% 1%		00/	_	0.1	F	0.570	200		2002
14)	1.74	390	G	96%	1%		0%	0%	F	0.1	Г	0.578	390	G	2003
				16		Bayside Wha	rī								
_				From:		Gloucester County	y Line								
198)	0.44	2100	G	93%	1%	3% 1%	2%	0%	F	0.097	F	0.571	2100	G	2003
				To:		SR 3 West Interse	action								
100	1.55	7100	G	95%	0%	2% 1%	1%	0%	F	0.088	F	0.556	7000	G	2003
198 3	1.55	7 100	G	33 /0	0 70	2/0 1/0	1 70	0 70	'	0.000	'	0.550	7000	O	2000
				From:		SR 3 East Interse	ection	-							
(198)	6.24	4800	G	92%	1%	4% 1%	2%	0%	С	0.086	F	0.547	4700	G	2003
				To:		SR 223 Hudgi	na								
100	0.93	6600	G	From: 92%	1%	4% 1%	2%	0%	F	0.085	F	0.531	6500	G	2003
198	0.93	0000	G	92 /0	1 /0	4/0 1/0	2 /0	0 70		0.005		0.551	0300	G	2003
				From:		SR 14 North Inters	section	-							
(198) (14)	1.69	7700	G	95%	1%	2% 1%	1%	0%	С	0.088	F	0.5	7600	G	2003
				To:		SR 14 South Inters	raction								
100	1.01	1700	G	From: 92%	1%	4% 1%	2%	0%	F	0.090	F	0.580	1700	G	2003
198	1.01	1700	G	70:	1 /0	57-642	2 /0	0 70	'	0.030	'	0.500	1700	O	2000
_			_	From:		SR 198 Hudgi			_					_	
223	2.07	2600	G	95 <u>%</u>	1%	3% 0%	1%	0%	С	0.083	F	0.657	2600	G	2003
				To:		57-633 Gwynn Is	sland								
				From:		Dead End		Ī							
600	1.10	80	R							NA			NA		1998
000	3			To:		SR 14 SOUT	Н								
				From:		SR 14 MID									
600	1.62	210	G	97%	2%	1% 0%	0%	0%	С	0.113	F	0.565	210	G	2003
000	1.02		-	To:	- /0	SR 14 NORT		- 70	9	510	•	2.000		_	_500
							-								
			_	From:		Dead End									
601)	0.54	140	R							NA			NA		1998
				To:	_	57-602 East									
·															

					IVIG	unews ivid	airiteriai	ice Alea								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle	uck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:		57-6	602 West									
(601)	1.07	230	R			3/-(JOZ WEST				NA			NA		1998
				To:		De	ead End									
\bigcirc			_	From:		Š	SR 14									
602	0.42	450	R								NA			NA		07/11/200
	0.30	380	R	From:		5	7-691				NA			NA		07/11/200
602	0.30	300	K	т							INA			INA		07/11/200
602	0.30	90	R	From:		57-6	01 EAST				NA			NA		07/11/200
(002)				To:		De	ead End									
				From:		De	ead End									
603	0.66	40	R								NA			NA		07/11/200
\bigcirc				To: From:		5	67-673									
603)	0.75	140	R	To:			SR 14				NA			NA		07/11/200
				From:			ad End									
604)	1.08	280	R	<u> </u>		D	au Enu				NA			NA		1998
				To:			SR 14									
\bigcirc				From:		De	ead End									
605	0.80	140	R	To:		CD 1	4 SOUTH	I	1		NA			NA		07/11/200
				From:			4 NORTH									
605	1.10	160	R								NA			NA		07/16/200
				From:		5	7-710									
605	0.10	140	R	To:		-	67-607				NA			NA		07/16/200
				From:			ead End		1							
606	0.50	110	R			De	au Enu				NA			NA		1998
				To		5	67-646									
606)	0.40	350	R	From:							NA			NA		1998
				To:		,	SR 14									
	4.00	220		From:		De	ead End				NIA			NIA		07/40/000
607)	1.90	230	R	To:		5	67-608		1		NA			NA		07/16/200
				From:			SR 14									
(608)	1.50	690	G	96%	0%	3%	0%	1%	0%	С	0.09	F	0.530	680	G	2003
				To: From:		5	7-609									
608)	1.30	390	G	96%	0%	3%	0%	1%	0%	F	0.101	F	0.671	390	G	2003
				To: From:		5	7-649									
608)	1.30	110	R	To:		D	ead End				NA			NA		1998
				From:												
(609)	1.00	270	G	95%	0%	4%	67-608 0 %	0%	0%	С	0.112	F	0.833	270	G	2003
(003)				To			7-611									
609	0.12	240	R	From:			7 011				NA			NA		1998
				To: From:		5	7-705									
609	0.58	90	R								NA			NA		1998
				To: From:		5	7-610		}							
609	1.10	70	R								NA			NA		1998
	0.00			From:		1.10 M	ME 57-61	0			NI A			NIA		00/40/202
609	0.08	60	R	,							NA			NA		06/12/200
	0.22	40	R	From:		5	7-720				NA			NA		06/12/200
609	0.22	40	ĸ	To:		De	ead End				INA			INA		00/12/200
									<u> </u>							

Route	Length	AADT	QA	4Tire	Bus	2Axle 3				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:		57-	614		1							
610	0.90	40	R	_							NA			NA		06/26/200
				From:			NORTH SOUTH									
610	0.75	20	R								NA			NA		06/12/200
				To: From:		0.75 ME	57-611 S	5	}							
610	1.05	20	R	To:		57	(00		1		NA			NA		06/12/200
				From:			609 NORTH									
611)	2.35	1900	G	97%	0%	2%	1%	0%	0%	С	0.082	F	0.57	1900	G	2003
				To: From:			1003		-							
611)	0.08	2800	G	97%	0%	2%	1%	0%	0%	F	0.081	F	0.505	2700	G	2003
				To: From:		SR 14 SR 14 5	MID SOUTH									
611)	2.26	870	G	97%	0%	2%	1%	0%	0%	F	0.086	F	0.620	860	G	2003
				To: From:		57-613			<u> </u>							
611)	2.16	490	G	97%	0%	2%	1%	0%	0%	F	0.105	F	0.615	490	G	2003
				To: From:		57-	609									
611)	0.30	47	R	To:		Dead	d End		1		NA			NA		06/12/200
				From:			613		<u>.</u>							
612	0.50	90	R				015				NA			NA		06/26/200
				To-		57-	611									
$\overline{}$			_	From:			14			_					_	
613)	2.80	120	G	93% To:	4%	2%	0% WEST	1%	0%	С	0.142	F	0.625	120	G	2003
				From:			EAST									
613	1.70	80	R	. —							NA			NA		06/06/200
				To:			643									
614)	1.00	200	R	From:		Dead	d End				NA			NA		06/12/200
014)				To:		SR 141	NORTH									00/ 12/20
	0.00	240	В	From:		SR 14 S	SOUTH				NΙΛ			NΙΔ		06/12/200
614)	0.90	210	R								NA			NA		06/12/200
614)	0.30	170	R	From:		5/-644	; 57-730				NA			NA		06/12/200
	0.00			To		57	613									
614)	1.20	80	R	From:		37-	013				NA			NA		06/12/200
				To: From:		57-	610									
614)	1.20	70	R								NA			NA		06/12/200
				To:			609									
	0.60	100	R	From:		Dead	d End				NA			NA		06/12/200
615)	0.00	100	IX	To:		SR	. 14		1		INA			INA		00/12/200
				From:		SR	198		Ī							
616	0.54	110	R								NA			NA		05/23/200
				Tn·			d End									
	0.80	170	R	From:		Dead	d End				NA			NA		06/26/200
617)	0.60	170	K	To:		57-660	SOUTH				INA			INA		00/20/200
				From:		57-660	NORTH			_		_				
617)	3.37	270	G	96%	0%	2%	0%	1%	0%	F	0.105	F	0.5	270	G	2003
	0.04	4200		From:	00/		618	10/	00/		0.004	_	0 EE 4	1000		2002
617	0.94	1200	G	96%	0%	2%	0%	1%	0%	F	0.094	F	0.554	1200	G	2003
617)	1.06	1400	G	From: 96%	0%	2%	654 0%	1%	0%	С	0.095	F	0.536	1400	G	2003
(017)	1.00	1-100	J	90 70 To:	U /0		14	1 /0	J /0	U	0.030	'	0.000	1-00	J	2003

					IVIa	thews Maintena									
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:		57 (17		1							
(40)	0.50	1100	G	95%	0%	57-617 3% 0%	1%	0%	С	0.092	F	0.568	1100	G	2003
(618)	0.00	1100	Ŭ	To:	070	57-660	170		Ü	0.002	•	0.000	1100	O	2000
				From:		Dead End		i							
610	0.65	48	R	<u> </u>		Dead End				NA			NA		06/26/200
619	0.00		•	To:		57-617 WES	ST	1					147		00/20/200
				From:		57-617 EAS									
619	0.81	120	R							NA			NA		06/26/200
				To: From:		57-660									
619	0.50	160	R	FIOIII.						NA			NA		06/26/200
				To:		Dead End									
				From:		Dead End		ſ							
620	2.10	490	R							NA			NA		1998
020				To:		SR 14									
				From:		Dead End									
621)	0.28	70	R							NA			NA		07/16/200
				To		0.20 MN Dood	End								
604	0.12	70	R	From:		0.28 MN Dead	Elia			NA			NA		07/16/200
621)	0.12	, ,								147 (1473		01/10/200
	2.05			From:	00/	57-684	40/			0.400	_	0.040	000	_	
621)	0.95	260	G	97%	0%	1% 0%	1%	0%	F	0.106	F	0.643	260	G	2003
				From:		57-622									
621)	0.40	850	G	97%	0%	1% 0%	1%	0%	F	0.08	F	0.507	850	G	2003
				To		57-611		1							
621)	0.80	640	G	97%	0%	1% 0%	1%	0%	С	0.086	F	0.579	640	G	2003
<u>021</u>)				To		SR 14									
				From:		Dead End		Ī							
622	0.50	80	R							NA			NA		07/16/200
022				To:		57-623 WES	T								
000	0.04	200	R	From:		37-023 WES	51			NA			NA		07/16/200
622	0.04	200	11							IVA			INA		01/10/200
	4.00		_	From:	201	57-623 MII			_		_			_	
622	1.00	550	G	93% To:	0%	3% 2%	2%	0%	С	0.086	F	0.6	540	G	2003
						57-621									
			_	From:		Dead End									
623)	0.46	100	R							NA			NA		07/16/200
<u> </u>				To: From:		0.46 MN Dead	End	-							
623)	0.10	170	R							NA			NA		1998
				To:		57-622 WES									
	0.40	40	В	FIOIII.		57-622 MII)			NIA			NΙΔ		07/46/200
(623)	0.40	40	R							NA			NA		07/16/200
$\overline{}$				From:		57-670									
(623)	0.30	160	R							NA			NA		1998
623 623				To:		57-622 EAS	Т								
				From:		57-625									
(624)	0.15	130	R							NA			NA		06/26/200
				From:		57-671									
(624)	0.05	40	R	110						NA			NA		06/26/200
(624) (624)				To-	•	Dead End									
				From:		57-660		<u> </u>							
(625) (625)	0.60	260	R							NA			NA		1998
				To:		57 624									
005	0.20	110	R	From:		57-624				NA			NA		1998
(625)	0.20	110	ĸ	To:		Dead End		1		INA			INA		1990
626)	0.40	E40	^	From:	00/	SR 14	00/	00/	_	0.000	_	0.600	E40	0	2002
(626)	3.40	540	G	97% To:	0%	1% 0%	0%	0%	F	0.089	F	0.626	540	G	2003
						SR 198 SOU	ıП								

					ivia	tnews ivia	aintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:		CD 10	8 NORTI	т	i							
626)	1.80	1000	G	97%	0%	1%	0%	0%	0%	С	0.095	F	0.58	1000	G	2003
626				To			7-666									
626	0.16	270	R	From:			7-000				NA			NA		1998
029				To		5	7-652									
626	0.14	250	R	From:			7 032				NA			NA		1998
				To		5	7-662		-							
626	0.30	80	R	From:							NA			NA		1998
				To:		De	ead End									
			_	From:		S	R 198									
627)	0.30	50	R	To		Do	ad End				NA			NA		1998
				From:												
628)	0.70	570	G	96%	1%	2%	R 198 0%	0%	0%	С	0.089	F	0.652	560	G	2003
628	00			To	.,,			0,0			0.000	•	0.002			
628)	0.80	310	R	From:			7-725				NA			NA		05/23/200
628				To			7-724									
628	0.17	160	R	From:			7-724				NA			NA		05/23/200
020				To:		De	ad End									
_				From:		S	R 198									
629	1.28	330	R								NA			NA		05/23/200
				To: From:		5	7-772		-							
629	0.44	110	R								NA			NA		05/23/200
				To:		De	ad End									
	4.50	070	_	From:		S	R 198				NIA			NIA		4000
630	1.50	270	R	To:		De	ead End				NA			NA		1998
				From:			R 198									
631)	1.20	310	R	<u> </u>			K 170				NA			NA		1998
001)				To:		De	ad End									
_				From:		5	7-626									
632	0.50	110	R								NA			NA		05/23/200
				To:			ad End									
	0.00	270	_	From:		De	ead End				NIA			NIA		4000
633	0.20	370	R								NA			NA		1998
	2.00	4000		From:	00/		R 223	40/	00/		0.000	_	0.00	4000		2002
633	2.66	1600	G	96% To:	0%	3% De	0% ad End	1%	0%	С	0.098	F	0.68	1600	G	2003
				From:			ad End									
634)	0.50	320	R			ВС	ad Liid				NA			NA		05/30/200
				To:		5	7-633									
				From:		5	7-609									
635)	0.60	80	R	. —							NA			NA		1998
				To:			ad End		ļ							
	0.35	60	R	From:		De	ad End				NA			NA		05/30/200
636	0.33	00	ĸ								INA			INA		03/30/200
(a)	0.63	200	G	From: 95%	2%	2%	7-672 0%	1%	0%	С	0.115	F	0.565	200	G	2003
636	0.03	200	G	JJ 70	∠ /0			1 /0	U /0	C	0.113	1.	0.505	200	G	2003
	0.50	190	R	From:		5	7-633				NA			NA		05/30/200
636	0.50	130	ĸ	To:		De	ead End				INA			INA		03/30/200
-				From:			ead End									
637)	0.60	100	R	<u> </u>		В	au Enu				NA			NA		1998

Route	Lenath	AADT	QA	4Tire	Bus	Tru			Ω C.	K	QK	Dir	AAWDT	QW	Year
Mathews County						2Axle 3+Axle	1Trail	2Trail		Factor		Factor			
	0.50	200		From:	40/	57-680	00/	00/		0.400	_	0.004	200		2002
637)	0.50	290	G	97% To:	1%	1% 0% 57-633	0%	0%	С	0.102	F	0.621	290	G	2003
				From:		Dead End		1							
638	1.00	100	R							NA			NA		05/30/2001
				To:		57-633									
\bigcirc				From:		Dead End									
639	0.85	70	R	To:		SR 223 WEST		1		NA			NA		05/23/2001
				From:		SR 223 WEST									
639	1.03	430	G	98%	1%	1% 0%	0%	0%	С	0.109	F	0.522	430	G	2003
				To: From:		57-648		ŀ							
639	0.10	110	R							NA			NA		1998
				From:		57-676									
639	0.20	80	R	To:		B 1E 1				NA			NA		06/06/2001
						Dead End									
640	0.14	200	R	From:		SR 223				NA			NA		05/23/2001
640	0.14	200	IX.	т.,						INA			INA		03/23/2001
640)	1.41	240	R	From:		57-716				NA			NA		05/23/2001
(640)			• • •	To:		Dead End				10.			10.		00/20/2001
				From:		SR 14									
641)	1.64	440	G	96%	0%	3% 0%	0%	0%	С	0.096	F	0.537	440	G	2003
				To:		Dead End									
\bigcirc				From:		SR 198								_	
642	0.70	1400	G	96%	1%	2% 1%	1%	0%	С	0.102	F	0.603	1400	G	2003
				From:	40/	57-643	40/	-00/		0.440	_	0.707	200		0000
642)	0.96	390	G	96%	1%	2% 1%	1%	0%	F	0.118	F	0.707	390	G	2003
	0.44	20		From:	40/	57-708	40/	00/		0.0	_	0.000	20		2002
642	0.14	30	G	96% To:	1%	2% 1% Dead End	1%	0%	F	0.2	F	0.636	30	G	2003
				From:		57-642									
(643)	0.80	820	G	95%	1%	2% 1%	1%	0%	С	0.103	F	0.642	820	G	2003
				To		57-644 SOUTH									
(643)	1.00	530	G	95%	1%	2% 1%	1%	0%	F	0.096	F	0.585	530	G	2003
				To: From:		57-645									
(643)	0.03	170	R	FIOIII.						NA			NA		1998
				To: From:		57-682		ŀ							
643)	0.50	60	R							NA			NA		1998
				To: From:		57-704									
643	0.07	8	R							NA			NA		1998
				To: From:		0.07 ME 57-704		-							
(643)	0.60	6	R	. —						NA			NA		06/06/2001
				To:		Dead End									
	1.00	30	R	From:		57-614				NA			NA		06/12/2001
(644)	1.00	30	^	т		1.003.07.55				INA			INA		JUI 12/2001
644	0.30	70	R	From:		1.00 MN 57-614				NA			NA		06/12/2001
644)	J.50			To:		57-611 WEST									
				From:	_	57-611 EAST	_								
(644)	1.20	120	R	To:		57 (42 COLUMN				NA			NA		06/06/2001
				From:		57-643 SOUTH 57-643 NORTH									
(644)	1.00	270	R							NA			NA		06/06/2001
\smile				To:		Dead End									

					Mathews Maintenance Area	1/	Dia.	
Route	Length	AADT	QA	4Tire	Bus		QK Dir AAWDT Factor	QW Year
Mathews County				From:	57-643	-		
645)	0.50	380	R	<u> </u>	37-0-3	NA	NA	1998
				To: From:	57-717			
645)	0.69	90	R			NA	NA	1998
	0.43	30	R	From:	0.69 ME 57-717	NA	NA	1998
645)	0.40			To:	Dead End		IVA	1000
				From:	Dead End			
646)	0.14	40	R			NA	NA	07/11/200
	0.20	70	R	From:	57-726	NA	NA	07/11/200
646)	0.20			To	57-721		107	077177200
646)	0.50	150	R	From:	5/-/21	NA	NA	07/11/200
				To:	57-606			
	0.70	370	R	From:	57-641	NIA	NA	1009
647)	0.70	3/0	ĸ	To:	Dead End	NA NA	NA	1998
				From:	57-639			
648	0.30	130	R			NA	NA	05/23/200
				To:	57-640			
(649)	0.67	160	R		Dead End	NA	NA	07/16/200
(049)				To:	57-608			
\bigcirc				From:	57-660			
650	0.50	230	R			NA	NA	1998
(CEO)	0.30	80	R	From:	57-727	NA NA	NA	1998
650	0.50	- 00		To:	Dead End	IVA	IVA	1000
				From:	57-660			
(651)	0.80	60	R	To:	D1E-1	NA	NA	06/26/200
				From:	Dead End Dead End			
(652)	0.40	80	R	<u> </u>	Dead Liid	NA	NA	05/23/200
				To:	57-626			
	1.00	110	R	From:	SR 198	NA	NA	06/06/200
653	1.00	110	K	To:	Dead End	INA INA	NA.	00/00/200
				From:	57-617			
654	0.40	10	R	To:	D 15 1	NA	NA	06/26/200
				From:	Dead End Dead End			
655)	0.85	130	R		Dead End	NA	NA	07/11/200
				To:	57-600			
\bigcirc	0.00	400		From:	Dead End	N/A	NA	4000
656	0.30	100	R	To:	57-633	NA NA	NA	1998
				From:	SR 14			
657)	1.10	90	R	_		NA	NA	1998
				To:	Dead End			
658)	1.21	210	R	From:	Dead End	NA	NA	06/26/200°
030)	·· - ·		•••	To:	SR 14			20,20,200
				From:	57-660			
659	0.50	160	R	To	Doo'l L'' 1	NA NA	NA	06/26/2001
					Dead End			

					Ма	thews Maintenan	ce Area	l							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County				From:		57-660 Begin Lo	on	1							
660	0.32	80	R	<u> </u>		37-000 Begin Eo	ор			NA			NA		1998
				To: From:		57-660 End Loo	р								4000
660	0.53	300	R							NA			NA		1998
	0.00	470		From:	40/	57-617 SOUTH		00/		0.447		0.547	470		0000
660	0.30	470	G	94%	1%	3% 1%	2%	0%	F	0.117	F	0.547	470	G	2003
	0.20	470		From:	40/	57-617 NORTH		00/		0.440		0.50	470		2002
660	0.36	470	G	94%	1%	3% 1%	2%	0%	F	0.110	F	0.56	470	G	2003
	2.65	1000	G	From: 94%	1%	57-703 3% 1%	2%	0%	F	0.097	F	0.531	1000	G	2003
660	2.05	1000	G	94 70	1 70		270	076	г	0.097	Г	0.551	1000	G	2003
	2.43	000	G	94%	10/	57-618 3% 1%	2%	0%	С	0.00	F	0.573	070	G	2002
660	2.43	980	G	94 % To:	1%	3% 1% SR 14	270	0%	C	0.09	Г	0.573	970	G	2003
				From:		57-633		1							
661	0.42	100	R	<u> </u>		31-033				NA			NA		1998
001)				To:		Dead End									
				From:		Dead End									
662	0.40	110	R	_						NA			NA		05/23/200
				To:		57-626									
\bigcirc				From:		Dead End									
663	0.20	100	R	To		57, 622				NA			NA		1998
						57-633									
	0.90	420	R	From:		57-633				NA			NA		05/30/20
664	0.90	420	1	To:		Dead End		1		INA			INA		03/30/20
				From:		Dead End									
665	0.04	10	R	_		Dead End				NA			NA		06/06/200
000				To:		57-1006									
665)	0.56	120	R	From:		37-1000				NA			NA		06/06/200
000				To:		57-642									
				From:		Dead End									
666	0.38	110	R							NA			NA		05/23/200
				To: From:		57-732									
666)	0.14	340	R							NA			NA		05/23/200
				To:		57-626									
\bigcirc				From:		57-660									
667)	0.50	80	R	To:		Dead End				NA			NA		1998
				From:											
(000)	0.13	130	R	FIOIII.		Dead End				NA			NA		05/23/200
668	0.13	150	- 1	To:		SR 198				IVA			IVA		03/23/200
				From:		SR 223									
669	0.51	340	R							NA			NA		1998
				To:		Dead End									
				From:		57-623									
670	0.42	90	R							NA			NA		07/16/200
				To:		Dead End									
\bigcirc	0.00	00	_	From:	-	57-624				N: A			N.1.0		00/00/00
671)	0.30	80	R	To:		Dead End				NA			NA		06/26/200
				From:											
672	0.07	60	R	····L		Dead End				NA			NA		1998
012)	0.07	-	11	To:		57-636		1		14/4			INA		1000
						050									

					Mathews Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K Dir I QC Factor Facto	A A \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	W Year
Mathews County				From:	Dead End			
673)	0.60	60	R	<u> </u>	Dead End	NA	NA	07/11/200
				To	57-603			
\bigcirc	0.05		_	From:	Dead End]		4000
674)	0.35	80	R	To:	57-626	NA 1	NA	1998
				From:	57-660			
675)	0.30	150	R		37-000	J NA	NA	06/26/200
013)				To	0.30 ME 57-660	1		
675)	0.10	140	R	From:	0.50 ME 57-000	NA	NA	06/26/200
019				To:	Dead End			
				From:	Dead End			
676)	0.35	40	R			NA	NA	06/06/200
				To:	57-639			
\bigcirc				From:	57-611]		001101000
677)	0.66	60	R	To:	57-609	NA 1	NA	06/12/200
				From:		1		
679	0.39	80	R	r roin.	Dead End	J NA	NA	07/16/200
678)	0.00	00		To:	57-622	1	10.0	017107200
				From:	57-660			
679	0.54	50	R			NA	NA	06/26/200
				To:	Dead End			
				From:	Dead End			
680	0.49	80	R	_		NA n	NA	1998
				To:	57-637			
	0.52	440	ь.	From:	57-626]	NIA	05/22/2004
681)	0.53	140	R	To:	Dead End	NA 1	NA	05/23/2001
				From:	57-643			
682	0.87	100	R	<u> </u>	37-043	NA NA	NA	1998
002				To:	Dead End	1		
				From:	Dead End			
(683)	0.37	9	R			NA	NA	06/26/2001
				To:	SR 14			
	0.05	00	_	From:	57-621]	NIA	07/40/000
684	0.25	90	R			NA -	NA	07/16/2001
$\overline{}$				From:	0.25 ME 57-621	<u> </u>		07/40/000
684)	0.30	80	R	To:	Dead End	NA 1	NA	07/16/2001
				From:	Dead End	<u> </u>		
(685)	0.07	60	R		Dead End	J NA	NA	1998
(003)				To:	57-660			
				From:	Dead End	<u> </u>		
686	0.33	60	R			NA	NA	07/11/2001
				To:	57-605			
\bigcirc				From:	Dead End			
687)	0.24	50	R			NA	NA	1998
				From:	57-660]		
687)	0.40	70	R	To:	0.403457.67.660	NA 1	NA	1998
					0.40 ME 57-660	<u> </u>		
	0.34	230	R	From:	Dead End	NA	NA	06/06/2001
688)	0.34	230	ĸ	To:	57-639]	INA	00/00/200
					31-037	1		

					Mathews Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dii il Factor Fact	$\Delta \Delta W / V / V / V / V / V / V / V / V / V /$	V Year
Mathews County				From:	Dead End	1		
689	0.36	170	R	<u> </u>	Dead End	NA NA	NA	1998
				To	57-600			
				From:	57-642	J		00/00/000
690	0.37	80	R	To:	Dead End	NA T	NA	06/06/2001
				From:	57-602			
691)	0.25	20	R			NA	NA	07/11/2001
				To:	Dead End			
\bigcirc	0.50	47	-	From:	57-601		NIA	07/40/0004
692	0.52	47	R	To:	Dead End	NA T	NA	07/16/2001
				From:	Dead End			
693)	0.62	90	R		Dead End	NA NA	NA	06/06/2001
				To:	57-645			
\bigcirc	2.42			From:	SR 198	<u></u>		1000
694)	0.40	60	R	To:	Dead End	NA T	NA	1998
				From:	Dead End			
695)	0.10	80	R		Dead End	NA NA	NA	1998
				To	57-633			
\bigcirc				From:	Dead End]		
696	0.42	160	R	To:	57-639	NA T	NA	06/06/2001
				From:	SR 14			
697)	0.45	110	R		5K 14	NA NA	NA	1998
001)				To	Dead End			
				From:	57-649			
698	0.20	90	R	To:	D. I.F. I	NA T	NA	07/16/2001
				From:	Dead End			
(699)	0.37	20	R	110111	57-691	J NA	NA	07/11/2001
099				To:	Dead End			
				From:	SR 198			
(700)	0.48	160	R	т	P 15 1	NA T	NA	1998
				To: From:	Dead End			
(701)	0.35	90	R	FIOIII.	SR 3	L NA	NA	1998
701)	0.00			To:	Dead End			1000
				From:	Dead End			
702	0.38	60	R	_		NA	NA	06/12/2001
				To:	57-609			
(700)	0.61	70	R	From:	57-660	J NA	NA	1998
703	0.01	70		To:	Dead End]	IN/A	1000
				From:	57-643			
704)	0.36	70	R			NA	NA	06/06/2001
				Tn·	Dead End			
	0.40	60	R	From:	Dead End	NA NA	NA	06/12/2001
705)	0.40	OU	ĸ	To:	57-609]	INA	00/12/2001
				From:	SR 223			
706	0.32	70	R		~	NA NA	NA	1998
				To:	Dead End			
	2.15	•	_	From:	Dead End			00/40/202
707)	0.18	90	R	To:	57-609	NA T	NA	06/12/2001
					37-007	1		

					Mainews Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Facto	AAWDT Q	W Year
Mathews County				From:	57-642			
708	0.27	47	R		37-042	NA	NA	06/06/200
(100)				To	Dead End			
				From:	57-650			
709	0.54	30	R	т	D 18 1	NA I	NA	1998
				To:	Dead End			
710	0.28	100	R	r toin.	Dead End	l NA	NA	1998
(110)	0.20			To:	57-605			
				From:	Dead End			
711)	0.24	10	R	_		NA	NA	07/11/200
				To:	57-646			
	0.02	20	R	From:	57-600	NA NA	NA	07/11/200
712	0.02	20	K	To:	SR 14	INA 	INA	07/11/200
				From:	SR 14			
713	0.16	580	R	-		NA	NA	07/19/200
				To:	57-641			
$\overline{}$				From:	SR 14 SOUTH			
714)	0.20	20	R	To:	OD 14 MODELL	NA I	NA	07/11/200
				From:	SR 14 NORTH			
745	0.32	70	R	FIOIII.	SR 14 SOUTH	NA NA	NA	07/16/200
715	0.02	70		To:	SR 14 NORTH		10.0	077107200
				From:	57-640			
716	0.17	90	R			NA	NA	1998
				To:	SR 223			
$\overline{}$				From:	Dead End			
717)	0.14	80	R	To:	57-645	NA I	NA	06/06/200
				From:	Dead End			
718)	0.38	80	R		Dead End	NA	NA	1998
710				To:	57-639			
				From:	Dead End			
719)	0.16	80	R			NA	NA	05/23/200
				To:	SR 198			
\bigcirc	0.23	7	R	From:	57-609	N/A	NA	06/12/20
720	0.23	,	ĸ	To:	Dead End	NA I	INA	00/12/200
				From:	Dead End			
721)	0.43	80	R	<u> </u>	Dette Ente	NA	NA	07/11/20
				To:	57-646			
				From:	57-629			
722	0.20	80	R	To:	57 500	NA	NA	1998
					57-723			
700	0.02	10	R	From:	Dead End	l NA	NA	1998
723	0.02	10	11	To	57, 700	1 N/3	ING	1990
723	0.08	30	R	From:	57-722	NA	NA	1998
723				To:	Dead End			
				From:	57-628			
724	0.12	120	R			NA	NA	1998
				To:	Dead End			
		_	_	From:	57-628			
725)	0.13	70	R	To:	Dood Fr. J	NA I	NA	05/23/200
					Dead End			

					Mathews Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Facto	r AAWDT QW	Year
Mathews County				From:	Dood End	1		
726	0.22	30	R		Dead End	I NA	NA (07/11/200
120				To:	57-646			
				From:	Dead End]		
727)	0.35	160	R			NA 1	NA (06/26/200
				To:	57-650			
728)	0.22	50	R	FIOIII.	SR 14	J NA	NA (07/11/200
120)	0.22			To:	Dead End]	14/1	017117200
				From:	Dead End			
729	0.43	230	R			NA	NA	1998
				To:	SR 14			
	0.42	60	В	From:	57-614] NA	NA (06/02/20/
730	0.12	60	R	To:	Dead End	NA]	NA (06/02/20
				From:	SR 14	<u> </u>		
731)	0.48	100	R	<u> </u>		NA	NA	1998
<u> </u>				To:	Dead End			
$\overline{}$				From:	Cul-de-Sac			
732	0.07	30	R			NA	NA	1998
	201			From:	57-733]		1000
732	0.91	250	R	To:	57-666	NA 1	NA	1998
				From:	Cul-de-Sac			
733	0.05	20	R		Cui-de-Sac	NA	NA	1998
133)				To:	57-732]		
				From:	Dead End			
734	0.05	90	R			NA NA	NA	1998
				To:	SR 3			
	0.17	140	ь	From:	SR 3	NA	NA	1998
735)	0.17	140	R	To:	Cul-de-Sac	1	INA	1990
				From:	SR 198			
736)	0.20	100	R	<u> </u>	255 5 2 2	NA	NA	1992
				To:	Dead End			
\bigcirc				From:	Cul-de-Sac			0=110100
737	0.70	90	R	To:	57-608	NA 1	NA (07/19/20
				From:	SR 198	<u> </u>		
738)	0.25	100	R		SK 198	NA	NA (05/23/20
199				To:	Cul-de-Sac]		
				From:	SR 198			
739	0.15	110	R			NA NA	NA (05/23/20
				To:	Dead End			
	0.56	400	В	From:	Dead End	J NA	NIA	05/20/20/
740	0.56	100	R	To:	57-633	NA 1	NA	05/30/20
				From:	Cul-de-Sac	·		
745)	0.93	NA		<u> </u>		NA NA	NA	
				To:	SR 14			
\sim				From:	57-745			
746	0.42	NA		т.	D 15 :	NA 1	NA	
				To:	Dead End	<u> </u>		
(100)	0.05	790	R	From:	57-1003	J NA	NA (07/19/200
(1001)	0.00	100	١,	To	57-1002]	I W/CS	511151ZUC
					- · · · · · · ·			

						li iews iviali ilei									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A	Truck de 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Mathews County						27000 0170	ac ilian	ZIIGII		1 dotoi		1 40101			
	0.00	4000	_	From:		57-1002									07/40/000
(1001)	0.03	1000	R	To		SR 14				NA			NA		07/19/2001
				From:		57-100									
(1002)	0.05	700	R			37-100				NA			NA		07/19/200
				To:		57-611									
$\widehat{}$				From:		57-100									
1003	0.05	390	R					•		NA			NA		1998
				To:		57-611									
(1004)	0.16	70	В	From:		Dead Er	d			NIA			NIA		1000
	0.16	70	R	To:		SR 14				NA		NA		1998	
				From:		57-665									
(1006)	0.07	60	R			37-003				NA			NA		1998
				To		Begin Lo	nn .								
1006	0.07	20	R	From:		Deg.ii Bo	× P	J.		NA			NA		1998
				To: From:		57-100									
1006	0.10	30	R	From:						NA			NA		1998
				To:		End Loc	р								
(1007)				From:		57-1000									
	0.06	30	R	To:		Cul-de-S				NA			NA		1998
				From:											
1015	0.19	10	R			SR 198				NA			NA		07/19/200
1015				To:		Cul-de-S	ıc								
				From:		Cul-de-S	ıc								
1016	0.07	8	R							NA			NA		07/19/2001
				To:		57-101:									
(1101)	0.46	200	_	From:		Dead Er	d			N. A.					4000
	0.12	390	R	To:		SR 198				NA			NA		1998
				From:		SR 14		1							
9249	0.08	350	R	<u> </u>		SK 14				NA			NA		1998
				To:		Mathews Cou	nty HS								
				From:		57-611 Tho	mas					<u> </u>			
9250	0.10	20	R							NA			NA		07/19/200
				To:		Hunter Int	Sch								